U.S. Department of Health and Human Services
Fleet Alternative Fuel Vehicle
Acquisition and Compliance Report
For Fiscal Year 2004

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HHS Office of Acquisition Management and Policy/Div. of Logistics Policy
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With

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Performance Support and Information Systems Team

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Contents

U.S. Department of Health and Human Services AFV Acquisition Report

Executive Summary

This report is the Department of Health and Human Service fiscal year 2004 annual report on the Department's performance in meeting the alternative fuel vehicle (AFV) acquisition requirements of the Energy Policy Act of 1992 (EPAct) and Executive Order 13149 (E.O. 13149). This report was developed in accordance with EPAct (42 U.S.C. 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (Public Law 105-388), and in accordance with E.O. 13149, signed April 2000.

EPAct requires that in fiscal year (FY) 1999 and beyond, 75 percent of all covered vehicle acquisitions by Federal agencies must be AFVs. E.O. 13149 sets a goal for covered Federal agencies to reduce petroleum consumption by FY 2006, requiring agencies to increase alternative fuel use in AFVs and increase the fuel economy of light-duty vehicle acquisitions. Exhibit 1 summarizes the Department's performance in meeting these requirements.

Requirements	Performance Measure	Goal/Requirement	HHS Performance in FY 2004
EPAct	AFV Acquisitions	75% of the 177 covered light-duty vehicles acquired in FY 2004 (i.e., 133 vehicles) must be AFVs	Acquired 112 AFVs; with additional 7 credits', achieved 119 credits total, or 60% of covered acquisitions
E.O. 13149	Petroleum consumption	By FY 2006, reduce consumption by 20% compared to FY 1999 baseline of 2.24 million GGE[2]	Consumed 2.02 million GGE, a decrease of 10% from the baseline. Data quality continues to be a problem with GSA leased vehicle fuel reporting.
	Alternative fuel use in AFVs	By FY 2006, increase alternative fuel use in AFVs to a majority of the total fuel use of those vehicles.	Increased Alternative Fuel usage in AFVs to 34%.
	Fuel economy of light-duty acquisitions	By FY 2002, increase fuel economy by 1 mpg[3] (and by FY 2006, increase by 3 mpg), compared to FY 1999 baseline of 19.2 m	Increased to 22.0 mpg, an increase of 2.8 mpg over the baseline, nearly meeting the final goal

Exhibit 1. HHS's Performance in Meeting EPAct and E.O. 13149 Requirements, FY 2004

' Credits earned for acquisition of dedicated light-duty vehicles (2 credits), and for biodiesel fuel use (5 credits) for a total of 7 earned EPAct credits. See Attachment A for details.

[2] Gasoline gallon equivalents

[3] Miles per gallon

In FY 2004, the Department acquired 112 AFVs and received 5 extra credits for acquiring dedicated AFVs and 2 credits for using biodiesel fuel, for a total of 119 EPAct credits. Compared to the EPAct requirement of 146 AFV credits (75 percent of the 197 covered acquisitions), the Department achieved 60 percent EPAct compliance.

Light-duty (conventional) vehicles acquired by the Department in FY 2004 have an average DOE/EPA' fuel economy rating of 22.0 miles per gallon, 2.8 miles per gallon above the Department's acquisitions in the FY 1999 baseline year[6]. As such, the Department has nearly met the final objective of E.O. 13149 during this fiscal year. Departmental AFVs used alternative fuels to meet 34 percent of those vehicles' FY 2004 fuel requirements - a substantial improvement over prior years, but still short of the 51 % goal of the Executive Order. The Department's fleets consumed 10.0 percent less petroleum in FY 2004 than in the baseline year. As the ratio of AFVs as a component of HHS's total fleet inventory continues to rise, and as GSA continues to improve the correct attribution of blended alternative fuels at the point of sale (at the commercial pump) HHS should be on target for an overall reduction of 20% petroleum fuel consumption by the end of FY 2005.

Actual alternative fuel use in the HHS fleet has continued to be problematic due to the method of reporting GSA fuel codes at the point of sale. Actual alternative use - particularly E85 could be higher or lower than reported in FY 2003 since tracking alternative fuels has been difficult, particularly of blended fuels purchased at commercial stations (e.g., E-85).

4 See Attachment A for details.

5 Environmental Protection Agency - determined by utilizing the method listed at EPA's website: http://www.fueleconomy.gov

6 HHS's 1999 baseline (19.2%) reflected an early commitment to EPAct (Average federal fleet light-duty non-AFV acquisition rating was 18.68%). HHS's FY 2004 number shows a continued commitment to acquiring high economy vehicles in a market which *dropping* the EPA fuel economy rating of vehicles generally available.
Since the majority of HHS's AFV fleet are GSA leased vehicles, the data feedback loop on fuel consumption data from GSA is critical in accurately computing the actual amount of alternative fuel consumed by AFVs. However, GSA has acknowledged problems receiving correct attribution of fuel type from commercial fuel provider point of sale devices. Most blended fuels (e.g. E-85 fuel) are tagged as "Unleaded" when in fact they are alternative fuel blends. HHS will seek to address this issue further with GSA and local fuel providers in FY 2005.

Legislative and Executive Order Requirements

Section 303 of EPAct (42 U.S.C. 13212) requires that 75 percent of all covered light-duty vehicles acquired by Federal fleets in FY 1999 and thereafter must be AFVs. The EPAct requirements apply to agency fleets of 20 or more light-duty vehicles (vehicles less than or equal to 8,500 pounds gross vehicle weight rating) that are "centrally fueled or capable of being centrally fueled" and are primarily operated in Metropolitan Statistical Areas (MSAs) or Consolidated Metropolitan Statistical Areas (CMSAs) with populations of more than 250,000 according to 1980 census data. Certain emergency, law enforcement, and national defense vehicles are exempt from these requirements.

E.O. 13149 requires each Federal agency that operates 20 or more vehicles within the United States to reduce its annual petroleum consumption by at least 20 percent by FY 2005, compared to FY 1999 consumption levels. Fleets may achieve the reductions through a combination of AFV acquisitions, increased alternative fuel use in AFVs, improved efficiency of non-AFV acquisitions, reductions in fleet sizes and vehicle miles traveled, and improvements in overall fleet operating efficiencies.

E.O. 13149 also includes two additional requirements in relation to the 20 percent petroleum reduction goal. First, that agencies use alternative fuel in their AFVs to meet a majority of the fuel requirements of those vehicles by FY 2005. Second, agencies must increase the DOE/EPA average fuel economy rating of covered light-duty (non-AFV) vehicle acquisitions by 1 mile per gallon (mpg) by FY 2002 and 3 mpg by FY 2005, as compared to the FY 1999 baseline.

The Energy Conservation Reauthorization Act of 1998 amended EPAct to allow one AFV acquisition credit for every 450 gallons of pure biodiesel fuel or 2,250 gallons of B-20, a blend of 20 percent biodiesel with 80 percent petroleum diesel, consumed in vehicles of over 8,500 pounds gross vehicle weight rating. These "biodiesel credits" may fulfill up to 50 percent of a Federal fleet's EPAct acquisition requirements, and do not carry over into subsequent years.

Moreover, E.O. 13149 provides incentives for agencies to acquire and use dedicated AFVs. Agencies receive one additional AFV credit for each dedicated light-duty vehicle and for each zero emission vehicle of any size, three credits for each dedicated medium-duty vehicle, and four credits for each dedicated heavy-duty vehicle. Agencies can also receive one credit for every 450 gallons of pure biodiesel used in diesel vehicles.

Section 310(b) of EPAct requires the head of each Federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and its future acquisition plans, beginning in FY 1999. Federal agencies, including the Department of Energy, submit compliance data using the web-based Federal Automotive Statistical Tool (FAST). Data submitted by the Department are included in this report as Attachments A, B, and C.

HHS's FY 2004 Fleet Compliance with EPAct

Exhibit 2§ depicts AFV acquisitions by the Department fleets in FYs 1999 through 2004. This figure also shows planned and projected acquisitions for FYs 2004 and 2005 and documents the increase in AFV acquisitions. Attachment A provides detailed information on the number and types of light-duty vehicles acquired by the Department in FY 2004. Attachments B and C show planned and projected acquisitions for FYs 2005 and 2006, respectively.

The Department has exceeded its EPAct requirements each year reported since FY 2000, and projects it will continue to do so in the coming years. The values listed include credits the Department expects for biodiesel use.

§ See Attachment A for "Recent" (FY 2004) data details, Attachment B for "Planned" (FY 2005) details and Attachment C for "Projected (FY 2006) data details.

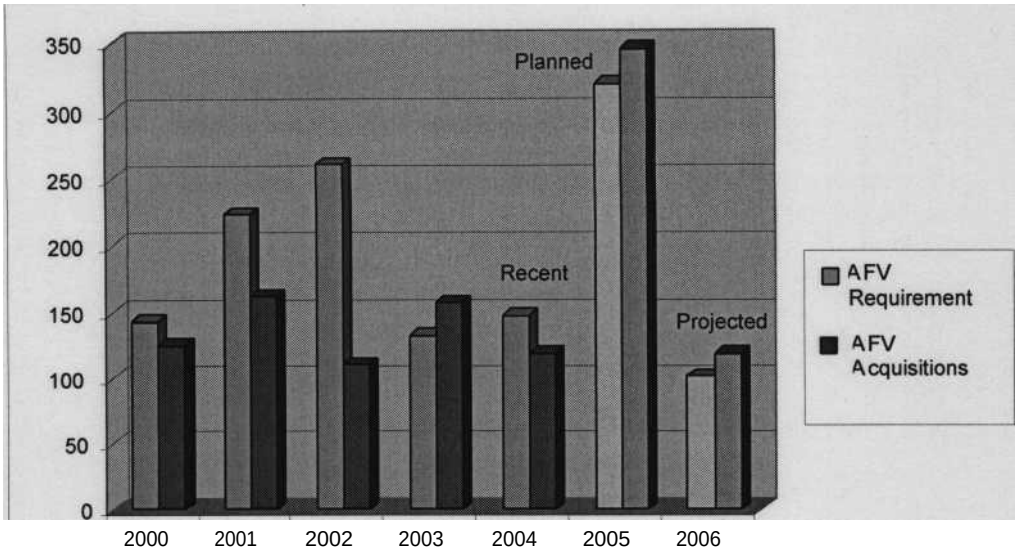

Exhibit 2. Summary of HHS's Recent Planned and Projected AFV Acquisitions
(includes credits for dedicated AFVs and biodiesel use)

As summarized in Exhibit 3, in FY 2004 the Department acquired 112 AFVs and received 7 credits for acquiring dedicated AFVs and for using biodiesel fuel, for a total of 119 AFV Credits. Compared to the EPAct requirement of 148 AFV credits (75 percent of the 197 covered acquisitions), the Department achieved 60 percent EPAct compliance. In FY 2003 HHS reported and AFV acquisition and credit percentage of 89% due to early delivery of vehicles. In this fiscal year HHS received less than the EPAct requirement of 75% simply due to the issue of actual receipt date of the delivery of GSA leased vehicles. AFV Acquisition and credits averaged across FY 2003 and FY 2004 represent an actual 74% AFVacquisition rate.

EPAct-covered vehicle acquisitions	**197**
AFVs Acquired	**112**
Additional credits earned	**7**
Total AFVs and credits (as % of covered acquisitions)	**60%**

Exhibit 3. HHS's Performance in Meeting EPAct Requirements, FY 2004

Exhibit 4 provides a breakdown, by fuel type, of the AFVs in the Department's fleets. Most of the AFVs acquired in FY 2004, and in the Department's inventory, are flex-fuel vehicles operated on a mixture of 85 percent ethanol with 15 percent gasoline (E-85), and dedicated and bi-fuel compressed natural gas (CNG) vehicles. Since the flex-fuel and bi-fuel vehicles are designed to operate on gasoline as well as the alternative fuel, special efforts are needed to ensure that these vehicles operate on the alternative fuel to the maximum extent possible.

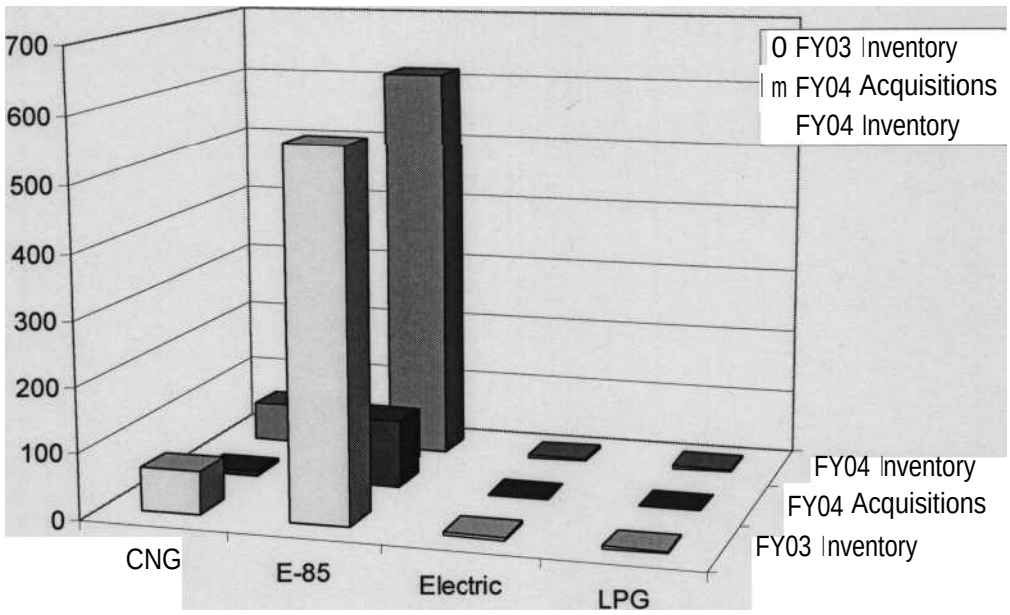

Exhibit 4. HHS's AFV Acquisitions by Fuel Type, FY 2004

Additional vehicles were leased and purchased by the Department that were not EPAct-covered vehicles , as shown in Exhibit 5. Of the total 724 light-duty vehicles acquired in FY 2004 shown in Attachment A, 527 vehicles were not counted for compliance. Most of these are vehicles that are in fleets located or operated outside a covered MSA or CMSA. The remaining vehicles were considered exempt from EPAct compliance because of their utilization as law enforcement vehicles.

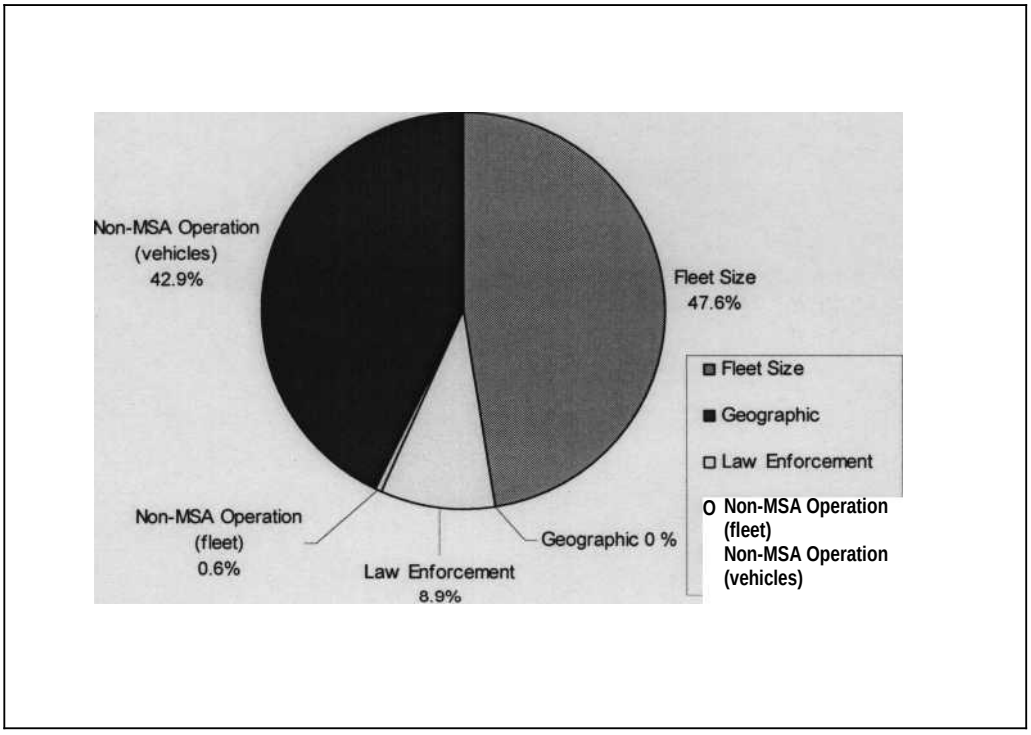

Exhibit 5. HHS's Exempt-Vehicle Acquisitions, FY 2004

HHS's FY 2004 Compliance with E.O. 13149

Exhibit 6 summarizes HHS's performance towards the E.O. 13149 goals. One goal of E.O. 13149 calls for Federal fleets to reduce petroleum consumption by 20 percent by FY 2005. In FY 2004, the Department consumed 10 percent less petroleum fuel than in the FY 1999 baseline. The Department anticipates additional petroleum savings by the close of FY 2006, once the measures outlined in the HHS Strategy are fully implemented (see archived document at http://www.knownet.hhs.gov/IoWafvcompliance.htm).

Federal fleets are also required by E.O. 13149 to use alternative fuels in their AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2005. HHS fleets were successful in using alternative fuel to meet 34 percent of its AFVs' FY 2004 fuel requirements.

E.O. 13149 requires agency fleets to increase the fuel economy of light-duty vehicle acquisitions by 1 mpg by FY 2002, and 3 mpg by FY 2005, compared to FY 1999 acquisitions. The fuel economy of conventional light-duty vehicles acquired by the Department in FY 2004 was 2.8 mpg higher than in the covered vehicles acquired by the Department in the baseline year, FY 1999. However, compared to the federal executive branch at large, the Federal FY 1999 baseline MPG was 18.6 mpg. Thus, the Department met the first goal of E.O. 13149 and, as stated in the Strategy, the Department plans to meet the goal of 3 mpg improvement by 2005.

Petroleum Consumption		Alternative Fuel Use in AFVs		Fuel Economy of Light-Duty Acquisitions	
FY 1999 Baseline	**2,089,698 GGE**	**FY 2002**	**34.017%**	**FY 1999 Baseline**	**19.2 mpg**
FY 2004	**2,023,038 GGE**			**FY 2004**	**22.0 mpg**
Percent Change (Decrease)	(10.0%)			**Change (increase)**	**+2.8 mpg**

Exhibit 6. HHS's Performance in Meeting E.O. 13149 Requirements, FY 2004

Exhibit 7 summarizes the Department's fuel use in vehicles covered by E.O. 13149 during the last four fiscal years. In FY 2004, the Department consumed over 157,000 GGE of alternative fuels in these vehicles, thereby replacing a portion of the gasoline and diesel fuel that would have been used.

The majority of vehicles acquired by the Department are leased from GSA, and the leasing contract folds in the maintenance and fuel costs for the vehicles. This is accomplished through use of a GSA credit card issued to fleets to purchase alternative fuel. Unfortunately, product code standards are not uniform among suppliers of alternative fuels, and *it is not always possible for credit vendors to accurately track the alternative fuels purchased with the credit card.* The exception may be natural gas, which is usually purchased at a local utility refueling site that allows for more accurate accounting.

Fuel Type	FY 2004 Quantity (GGE)
Biodiesel - B100	2,472
CNG	1,618
E-85[9]	153,379
LPG	0
M-85	0
Total Alt Fuel Use	157,469
Gasoline	1,880,728
Diesel	142,300

Exhibit 7. HHS's Fuel Use in FY 2004

The Department projects its fleets will reduce petroleum consumption by 20 percent by the end of FY 2005. This reduction in petroleum use will be achieved with increased alternative fuel use and adoption of fuel economy and fleet efficiency measures.

In support of these efforts, the Department allocated $2.7M in FY 2004 towards developing 23 alternative fuel infrastructure projects at twelve of the Departments facilities. The projects involve the construction of AFV fueling infrastructure such as fueling stations and storage tanks for eleven E-85, eight CNG, and four biodiesel sites. The Indian Health Service Fleet Manager has requested over $1M for a nationwide infrastructure of 10 E-85 stations and 3 CNG stations

Success Stories

As discussed in last year's AFV Report the Department set out a target to automate our fleet information management system on or before the end of FY 2005. We anticipated that with better fleet data consolidated at HHS headquarters, the Department will become more effective administrators both in HHS's fiduciary obligations to economically administer fleet operations, as well as a move to ensure HHS's compliance with federal legislation and regulations.

In anticipation of automating corporate fleet management information systems, we first looked inward at HHS's internal systems, e.g., NIH's fleet management capabilities, etc. Then, we looked outward and upward to the recipients of our eventual data reporting stream. This led us to the Department of Energy's Idaho National Laboratory's (INL) Performance Support and Information Systems Team. The INL-PSIS team is the designer, implementer, and hosting entity for the Federal Automotive Statistical Tool (FAST) - which serves as the principal tool for the compulsory reporting mechanism for EPAct and E.O. 13149 compliance. Teaming with the upstream data center to design and host HHS vehicle information management system enabled greater participation by the entire HHS Fleet community and made significant ¡mprovements in the timeliness and data integrity for the Department's fleet resources.

HHS utilized an inter-agency collaboration method facilitated by DOE's INL team. After reviewing a successful data and process intervention, engineered by INL for the Environmental Protection Agency (EPA), HHS has successfully capitalized on EPA's experience and modified the basic EPA package, making it compatible for the larger and more complex HHS fleet. This action resulted in substantial cost-savings because of the "Government Off-The-Shelf' (GOTS) nature of the software CPI created for EPA and subsequently for HHS. Additionally, because EPA had pioneered the process the prior fiscal year, risk-reduction in terms of process-fit to actual deployment and data outcome was assured. HHS has reported an order-of-magnitude cost and labor savings by continuing to use the HHS Fleet Management Working Group, existing HHS/NIH Fleet Management practices along with the state-of-the-art web and software capabilities of DOE's national lab system and the INL team. HHS has furthermore extended an offer to the

[9] E-85 was reported using verifiable numbers mostly provided via GSA in the Reports Carryout. However, as noted above, the accuracy of the E-85 tagging of fuels at the point of sale has been problematic.

Department of the Navy to adopt and further develop this initiative during FY 2005. This interagency collaboration is ongoing and will become a model for further collaboration with other interested ,agencies..

HHS observed a demonstration of DOE INEEL-CPI organization's fleet data management capabilities while participating at the 2003 IMEAC Federal fleet conference in Portland in June 2003. INL demonstrated the capability of the EPA system, and subsequently collaborated with HHS for changes needed for HHS's more complex requirements. Funding for work was received in September 2003. INL deployed the initial system prototype, received HHS's initial data upload, (representing their current fleet inventory), trained HHS's fleet personnel and facilitated HHS's preparation of data for the annual FAST data call during the next 60 days. Finally, our new system (dubbed the HHS Motor Vehicle Management Information System or HHS-MVMIS) automatically uploaded our operational data into the FAST system in sufficient time to complete HHS's annual compulsory EPAct and E.O. 13149 reporting requirements before the close of the FY 2003 reporting cycle (mid-December 2003). HHS continued utilizing the INL team and submitted the HHS data in 2004 while assisting the technology transfer to the Department of the Navy during the onset of fiscal year 2005.

In summary, the Department was able to optimize internal HHS fleet management concerns, maximize the technical support of the team at the INL, minimize cost and time constraints and arrive at a successful solution to fleet information management needs which has inter-agency applicability. Based on this success, HHS is confident in recommending a similar approach to other Federal agencies with similar requirements.

HHS's Projected Fleet AFV Acquisitions for Fiscal Years 2005 and 2006

While Attachment A provides detailed information on AFVs actually acquired by the Department in FY 2004, Attachment B provides planned vehicle acquisitions for the Department fleets in FY 2005, and Attachment C projects the number of vehicle acquisitions that the Department will make for its fleets in FY 2006.

As shown in Attachment B, in FY 2005, Department fleets are planning to acquire a cumulative total of 894 light-duty vehicles. Of these, 427 will be EPAct-covered acquisitions. If HHS acquires this number of covered vehicles, in pursuit of the 75 percent EPAct requirement, it will need to generate a minimum of 351 AFV credits.

For FY 2005, the Department will submit plans to acquire 346 AFVs and generate 5 AFV credits (for a total of 351 AFV acquisitions and credits). HHS is keenly aware of the burden of additional costs of acquiring AFVs and will remain mindful of newer technologies on the horizon, e.g., potential benefits arising from hydrogen fuel cell based advancements. Accordingly, the Department will strike a good and appropriate fiscal balance with respect to alternate fuel vehicle (AFV) fleet acquisitions going forward.

In FY 2006, Department fleets are projecting they will acquire 534 light-duty vehicles. Of these, 135 will be EPAct-covered acquisitions, thus establishing a 102 minimum credit requirement in order to meet EPAct's 75 percent requirement. Thus, through this action, the Department plans to meet its EPAct requirement again in FY 2006. This estimate includes an analysis that takes into account relevant Metropolitan Statistical Area (MSA)/Consolidated Metropolitan Statistical Area (CMSA) exemptions that may impact HHS decisions for HHS fleet acquisitions looking forward.

Summary and Conclusions

This report and its attachments show that the Department has exceeded its AFV acquisition requirements under EPAct in FY 2004. It also illustrates how the Department expects to repeat this accomplishment in FYs 2005 and 2006 respectively. The Department anticipates that its fleets will exceed the 20 percent reduction in petroleum consumption by 2005 required by E.O. 13149. This lower level of petroleum use will be achieved by continuing to implement the Department's Strategy for complying with the requirements of E.O. 13149, which calls for using alternative fuels in AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2005, improving the average fuel economy of newly acquired light-duty conventional vehicles by 3 mpg by FY 2005, and using other fleet efficiency measures.

Where appropriate, the Department will look for economies of scale for fleet acquisitions, collaborate with other federal entities as in the case of the Department of Energy's Idaho National Laboratory's (INL) Performance Support and Information Systems Team, and nurture HHS internal strengths leading to marked improvement in fleet performance and compliance.

Additionally, the Department has been able to more effectively train its personnel in the characterization of legislative and executive order data issues to provide a clearer picture of the Department's fleet in accordance with the applicable regulations.

During FY 2005, and going forward, HHS will execute the following steps to strengthen the Department's efforts leading to desired performance goals for the period ending at the conclusion of FY 2005.:

- HHS will work more closely with GSA to ensure correct characterization of fuels at the point of sale - to ensure the financial fuel acquisition reporting feedback mechanism (GSA Reports Carryout) captures the actual alternative fuel used by GSA leased vehicles (GSA Leased vehicles comprise 80% of the fleets light-duty vehicle assets).

  HHS will disseminate lessons learned about fleet management strategies and system enhancements with other Federal partners, e.g., Department of the Navy, Department of the Army, Treasury, Agriculture, VA and other inter-Agency participants. The Federal Fleet community will be improved through this collaborative approach and resource sharing. HHS will continue to show the way with ideas regarding economies of scale, systems upgrades, application of cost saving methods and careful spreading of knowledge.

Attachments

Attachment A:

Actual Department of Health and Human Services FY 2004 Vehicle Acquisitions

Actual FY 2004 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total'	Total Vehicle Inventory
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		717	7	724	3,580
	Fleet Size	248	3	251	995
	Geographic	0	0	0	19
	Law Enforcement	47	0	47	184
	Non-MSA Operation (fleet)	3	0	3	17
Exemptions	Non-MSA Operation (vehicles)	225	1	226	*(nla)*
EPACT Covered Acquisitions		194	3	197	2,365

Actual FY 2004 AFV Acquisitions

Vehicle		Leased	Purchased	Total	Total Vehicle Inventory
Sedan	CNG Bi-Fuel Subcompact	1	0	1	12
Sedan	CNG Bi-Fuel Compact	2	0	2	7
Sedan	E-85 Flex-Fuel Compact	35	0	35	204
Sedan	E-85 Flex-Fuel Midsize	12	0	12	47
Pickup 4x2	CNG Bi-Fuel	1	0	1	28
Pickup 4x2	E-85 Flex-Fuel	9	0	9	31
Pickup 4x2	LPG Bi-Fuel	1	0	1	2
Pickup 4x4	E-85 Flex-Fuel	10	0	10	17
SUV 4x2	E-85 Flex-Fuel	7	0	7	8
SUV 4x4	E-85 Flex-Fuel	21	0	21	47
Minivan 4x2 (Passenger)	CNG Dedicated	2	0	2	3
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	3	0	3	36
Minivan 4x2 (Passenger)	Electric Dedicated	0	0	0	5
Van 4x2 (Passenger)	E-85 Flex-Fuel	5	2	7	223
Pickup MD	CNG Bi-Fuel	0	0	0	2
SUV MD	E-85 Flex-Fuel	0	0	0	
Van MD (Passenger)	CNG Bi-Fuel	1	0	1	5
Van MD (Passenger)	E-85 Flex-Fuel	0	0	0	1
Van MD (Cargo)	CNG Bi-Fuel	0	0	0	2
MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	0	0	1
MD 8,501-16,000 GVWR	LPG Dedicated	0	0	0	2
Total Number of AFV Acquisitions		110	2	112	684
Zero Emission Vehicle Credits		0	0	0	
Dedicated Light-Duty AFV Credits		2	0	2	
Dedicated Medium-Duty AFV Credits		0	0	0	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actual				5	
Total AFV Acquisitions with Credits		112	2	119	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				60%	

Attachment B:

Planned Department of Health` and Human Services FY 2005 Vehicle Acquisitions				
Planned FY 2005 Light-Duty Vehicle Ac uisitions				
		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		894	0	894
Exemptions	Fleet Size	247	0	247
	Geographic	5	0	5
	Law Enforcement	24	0	24
	Non-MSA Operation fleet	0	0	0
	Non-MSA Operation vehicles	191	0	191
EPACT Covered Acquisitions		427	0	427
Planned FY 2005 AFV Acquisitions				
Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	7	0	7
Sedan	CNG Bi-Fuel Compact	5	0	5
Sedan	E-85 Flex-Fuel Compact	114	0	114
Sedan	E-85 Flex-Fuel Midsize	42	0	42
Pickup 4x2	CNG Bi-Fuel	11	0	11
Pickup 4x2	E-85 Flex-Fuel	33	0	33
Pickup 4x2	Electric Dedicated	3	0	3
Pickup 4x4	E-85 Flex-Fuel	2	0	2
SUV 4x2	E-85 Flex-Fuel	6	0	6
SUV 4x4	E-85 Flex-Fuel	9	0	9
Minivan 4x2 (Passenger)	CNG Dedicated	1	0	1
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	41	0	41
Minivan 4x2 (Passenger)	Electric Dedicated	1	0	1
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	5	0	5
Van 4x2 (Passenger)	E-85 Flex-Fuel	66	0	66
Total Number of AFV Acquisitions		346	0	346
Zero Emission Vehicle Credits		4	0	4
Dedicated Light-Duty AFV Credits		1	0	1
Dedicated Medium-Duty AFV Credits		0	0	0
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Planned				0
Total AFV Acquisitions with Credits		351	0	351
AFV Percentage of Covered Light-Duty Vehicle Acquisition				82%

Attachment C:

Projected Department of Health and Human Services FY 2006 Vehicle Acquisitions				
Projected FY 2006 Light-Duty Vehicle Ac uisitions				
		Leased	Purchased	Total
Total number of Light-Duty 8,500 GVWR - Vehicle Acquisitions		534	0	534
Exemptions	Fleet Size	164	0	164
	Geographic	3	0	3
	Law Enforcement	29	0	29
	Non-MSA Operation fleet	3	0	3
	Non-MSA Operation vehicles	200	0	200
EPACT Covered Acquisitions		135	0	135
Projected FY 2006 AFV Ac uisitions				
Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	1	0	1
Sedan	E-85 Flex-Fuel Compact	50	0	50
Sedan	E-85 Flex-Fuel Midsize	14	0	14
Pickup 4x2	CNG Bi-Fuel	10	0	10
Pickup 4x2	E-85 Flex-Fuel	4	0	4
SUV 4x4	E-85 Flex-Fuel	3	0	3
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	7	0	7
Van 4x2 (Passenger)	E-85 Flex-Fuel	30	0	30
Total Number of AFV Acquisitions		119	0	119
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	0	0
Dedicated Medium-Duty AFV Credits		0	0	0
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Projected				0
Total AFV Acquisitions with Credits		119	0	119
AFV Percentage of Covered Light-Duty Vehicle Acquisition				88%